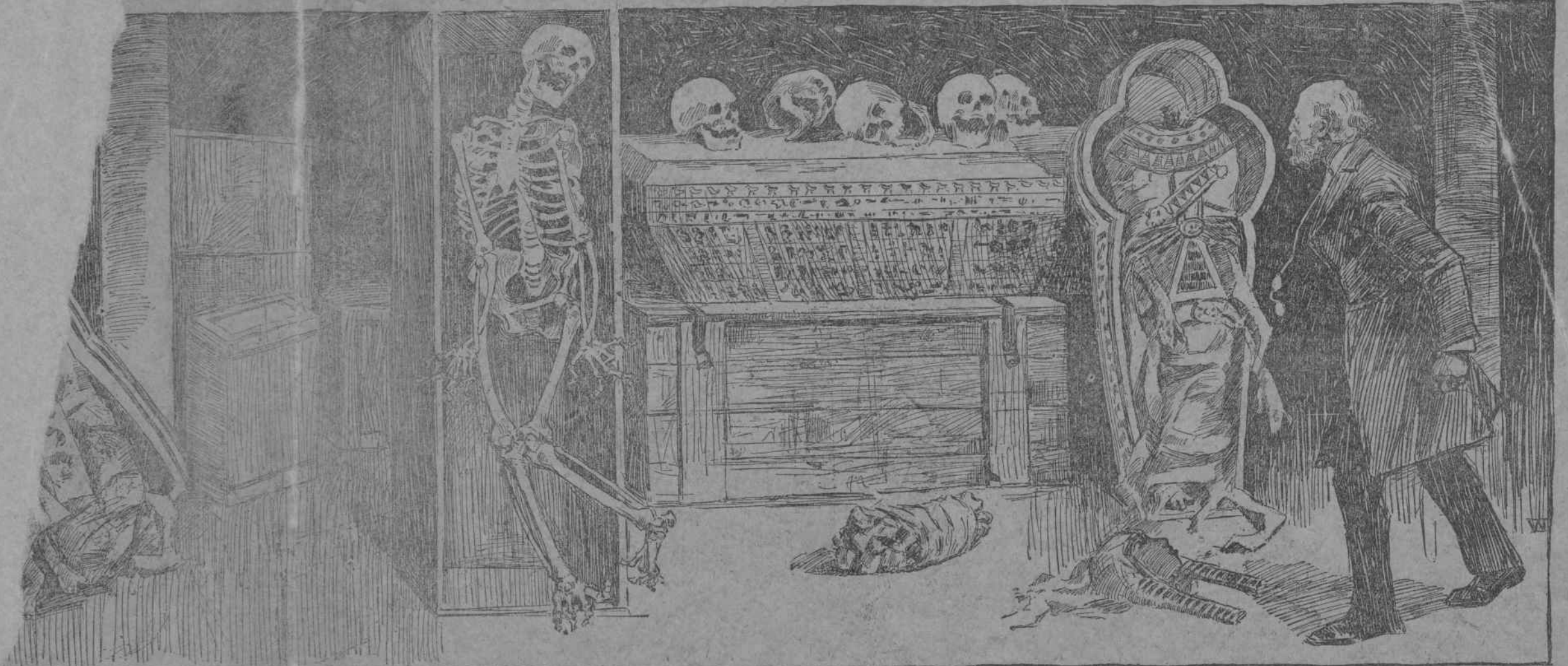


ST OF AMERICAN DAMPNESS ON EGYPTIAN MUMMIES.



NO RELICS.

he had been broken of cold steel in his back. The poor man, however, he says, is not a traveler by rail. For some reason or other, such a journey seems to exercise a magnetic influence on the steel cutting of his spine, which is most unfortunate. He makes his annual journey from Birmingham to Brighton by coach.

Frank Hopkins's dwelling, on one of the prettiest streets in Putnam. The rooster was apparently dead when the dog dropped it beside the house. No one knew who owned the dog or the rooster or where they came from, and little attention was paid to the apparently lifeless bird till Mr. Hopkins returned home.

made a suit of doll's clothes and bought a little carriage, in which she takes it out for an airing. At first the bantam did not take kindly to wearing the clothes and riding in the carriage, but careful training made it accustomed to the new duties required, so that now it never enters or leaves its carriage unless bidden.

THIS FAMILY MET AMONG ITS ANCESTORS.

The Corry Reunion Included the Dead as Well as the Living.

No more curious idea could be imagined than the plan for a family reunion which was carried out at Decatur, Ind., on October 15, by the members of the Corry family. They met in a cemetery. They sat down among their ancestors.

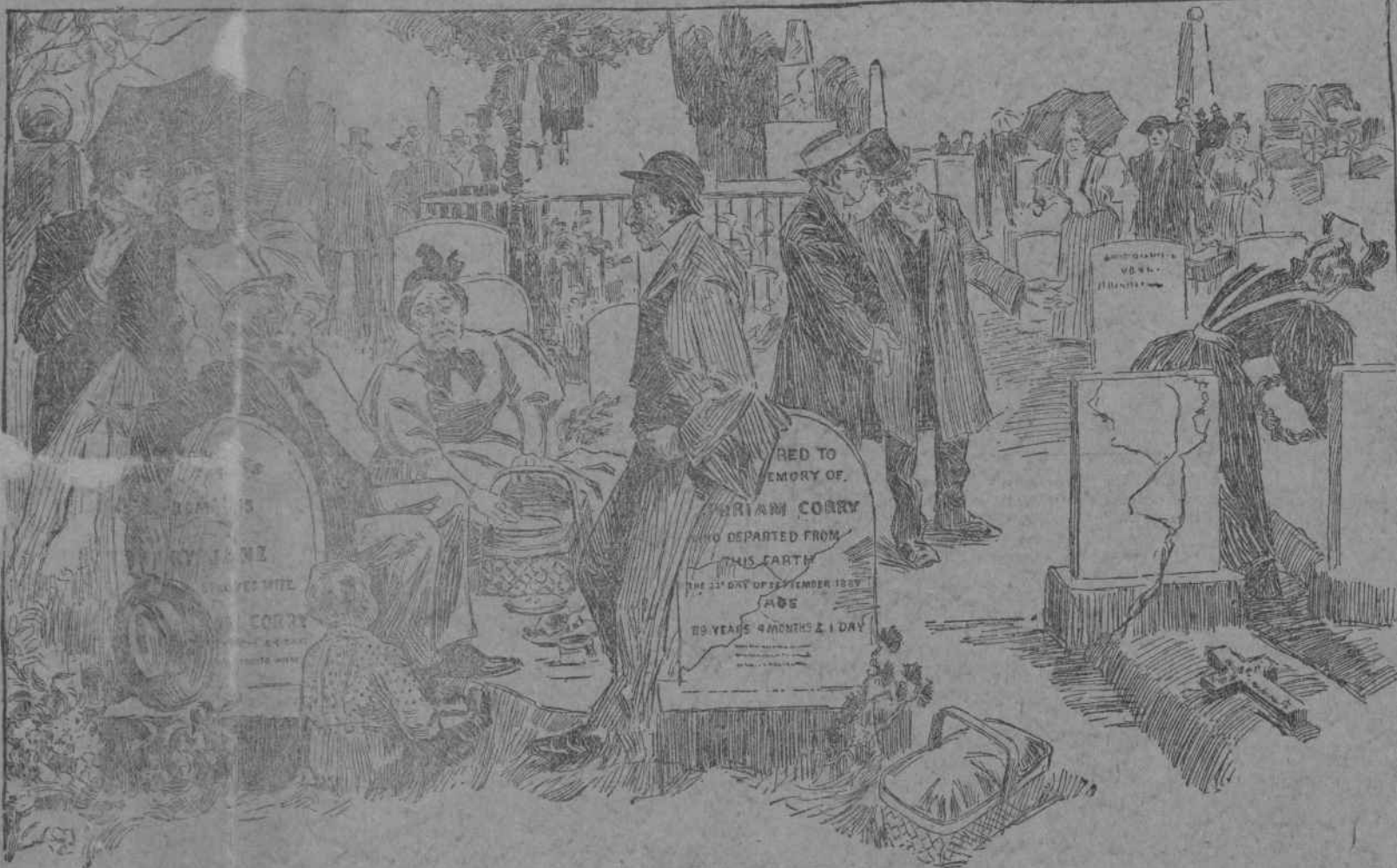
Every generation of the Corry family on this side of the Atlantic was represented at the meeting, if not by members living, then by those who were dead, and whose graves formed comfortable seats where the living Corrys could play, make love or exchange family gossip and discuss the affairs of their relations. Here were little Corrys two and three years old, playing around the tombstones of their remote progenitors.

Here, among the Corry graves, were pretty girls of the Corry blood flirting and making love with their cousins from Indiana and Ohio. The family in those two States is derived from the original Corry, who are buried at Decatur, and whose graves are surrounded by those of many of their descendants. An elaborate programme was carried out at this strange family reunion.

The proceedings were opened with prayer by one of the family. Then speeches were made, which extolled the greatness of the Corry name, dwelt upon the achievements of Corrys who had lived in times past, and enlarged upon the benefits to be derived from inheriting the Corry blood, or, at least, from marrying into the Corry family. The Corrys, sitting about on the graves of their ancestors, listened to these eulogies with deepest interest, and at times the words of the speakers were interrupted by cheers.

The grave of the greatest of the Corrys was pointed out with pride, and used as a convenient seat by descendants when taking their lunch. The letters of regret from distant Corrys expressed the hope that the meeting would be "a joyful one," although it was to be held in a cemetery. Songs were sung, and relatives who had never met before were introduced.

Dinner was served on the ground, the graves of dead Corrys serving as seats for the living, who were hungry. The youngest Corry placed a wreath upon the grave of the head of this great family, which has thrived so prosperously, and it is believed that more than one match was arranged between the numerous younger cousins. Mrs. Anna Corry, Margaret Hodson and Maud Meyers were appointed a committee to make arrangements for the next family reunion. This will be held in September, 1897.



A STRANGE PLACE FOR A FAMILY REUNION.

RESURRECTION OF A BANTAM.

Judith told him of the incident, and after supper the father and daughter procured a spade, dug a grave and buried the rooster. A few minutes afterward little Judith discovered that the clay was moving on top of the grave. She watched it and was amazed to see the rooster scratch its way out of the grave and appear as lively as any of the other fowls around the place.

It was cured for by the little girl, who prepared a roost under the piazza. After becoming accustomed to its surroundings, the rooster became so much attached to its mistress that it follows her to school nearly every day and returns home when the schoolhouse is reached. Its owner has

THE SMALLEST BICYCLES.

The smallest known bicycle in the world, or rather the smallest pair of bicycles, are owned by the famous Count Magri, of Rome, who gained fame and incidentally a fortune by marrying the widow of Tom Thumb.

The Count is exactly thirty inches in

height, and his spouse is two inches shorter. For some time they have been familiar to Roman citizens, riding in a tiny carriage drawn by two diminutive Shetland ponies. The turnout was a gift from Queen Victoria.

The Count and his wife got the bicycle craze and gave an order for two machines to a Boston firm of manufacturers. The weight of the wheels is ten pounds each, and the diameter of the front and rear wheels is ten inches. The machines cost \$250 apiece, and are built for rough work. It is no unusual thing for the Count to wheel fifteen and twenty miles, which is equal to fifty miles by a man of ordinary stature.

ODD USE FOR CIDER.

Temperance advocates who include apple cider in their list of demoralizing drinks will rejoice at the following incident, which occurred up the State. A farmhouse was on fire, and the flames were extinguished only by pouring on them the contents of several hogheads of cider in the cellar.

THE NOVELTIES TO APPEAR NEXT SEASON.

ordered for 1897. of which will be popular. First in importance is the "chainless safety," which will become "the wheel" of 1897, and ultimately a chain and sprocket wheel will be as much out of use as a wooden tire. At least three inventors are already prepared to turn out the bevel gear, or chainless machine, so if good numbers, and there is not a manufacturer in the land but is ready to make more or less elaborate preparations against the day when the chain shall be thrown in the scrap heap. The bevelled gear, or bevel machine, are not, strictly speaking, new. They were tried four years ago, but lacked the mechanical perfection that has since been attained. The extravagant claims of high speed at a minimum exertion made in Europe for the chainless wheels are not endorsed by American mechanics who have studied the question thoroughly. The chainless wheel is stronger, neater in appearance, will last longer, is not likely to the accidents caused by stretching and breaking chains, and women who ride in skirts will especially appreciate the absence of the chain. These constitute its chief advantages.

When Daisy Bell and the bicycle built for two were sung of from ocean to ocean, there were few tandems, comparatively speaking, in existence, and only a few manufacturers turned them out. The tandem "cruze," as everything that acquires popularity is called, really did not get in until the Spring of 1895. It has grown amazingly. Every manufacturer in the United States now makes tandems. For a long time, all double machines were made with the truss frame, and Daisy Bell, to enjoy a trip on one, must needs wear bloomers. At the last bicycle show in Madison Square Garden, a few samples were shown of tandems built with a drop frame in front, where the fair cyclist sits. The idea became popular. The few samples were soon sold, and orders for this style of machine poured in rapidly, with the result that the leading manufacturers are preparing for a rush on tandems. There are perhaps to-day not to exceed 3,000 tandems in use in the Greater New York. The Summer of 1897 will see at least 10,000 of them on the roads and boulevards. The favorite style shows the front saddle placed decidedly lower than

the rear one. This enables "Charley," who does the steering and by the same tactics most of the pedalling, to look over the fair head of Daisy Bell and get an unobstructed view of the road.

The inventive mind is ever turning to the improvement of the frame. The diamond frames were supposed to be perfect, but the truss frame has made much headway. In this frame the chain was set up for absolute rigidity.

"Rigidity! rigidity! rigidity!" demanded the cyclist. But within the year there have sprung up a demand for less rigidity, or at least for devices which lessen the jolting when the cyclist comes to a rough place or crosses obstructions. This cry has led to the production of spring saddles, spring saddle posts, springs in the forks and elsewhere. One inventor goes the whole hog on this spring idea, and constructs an entire spring frame, the motive of which is shown in the illustration reproduced from the plan filed with the Patent Office.

Another novelty in the frame line is also shown, the chief merit of which seems to be its lightness, although the inventor claims for it many other excellent qualities. These frames will be seen in 1897.

